

# The China Mail.

Established February, 1845.

Vol. XLII. No. 7181.

號一十月六年六十八百八千一英

HONGKONG, FRIDAY, JUNE 11, 1886.

日十初月五年戌丙

Price, \$2 per Month.

## AGENTS FOR THE CHINA MAIL.

LONDON: F. AGAR, 11 & 12, Old Bailey.  
LONDON: J. AGAR, 11 & 12, Old Bailey.  
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## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £1,000,000  
Reserve Fund, £500,000  
Dividends, £500,000  
Interest, £500,000

For the 'Chartered Bank of India, Australia and China.'  
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## Intimations.

### CONSULAR NOTIFICATION.

SHIPPERS to the Ports of Peru and CAPTAINS are hereby informed that by a Decree, dated 22nd May, 1886, the Regulations of April 1877, as to Consular Invoices and Manifests, have been Rescinded.  
This Notification takes effect fifteen days from date.  
J. GRANT SMITH,  
Consul for Peru.  
Hongkong, June 9, 1886. 1121

### LOST or STOLEN.

THE MANILA LOTTERY TICKET No. 22,799 for June 1886; All Persons are hereby CAUTIONED to have NOTHING TO DO with said Ticket without first communicating with the Under-Signed.  
The Manila Authorities have been advised to the same effect by Telegraph.  
JOAO ALONCO,  
Clerk of the Gas Company.  
Hongkong, June 9, 1886. 1137

### NOTICE.

ON and after 1st JULY NEXT, the COST of STAMPS on all Drafts issued by the Under-Signed BANKS will have to be paid for by the Purchaser.

For the 'Chartered Bank of India, Australia and China.'  
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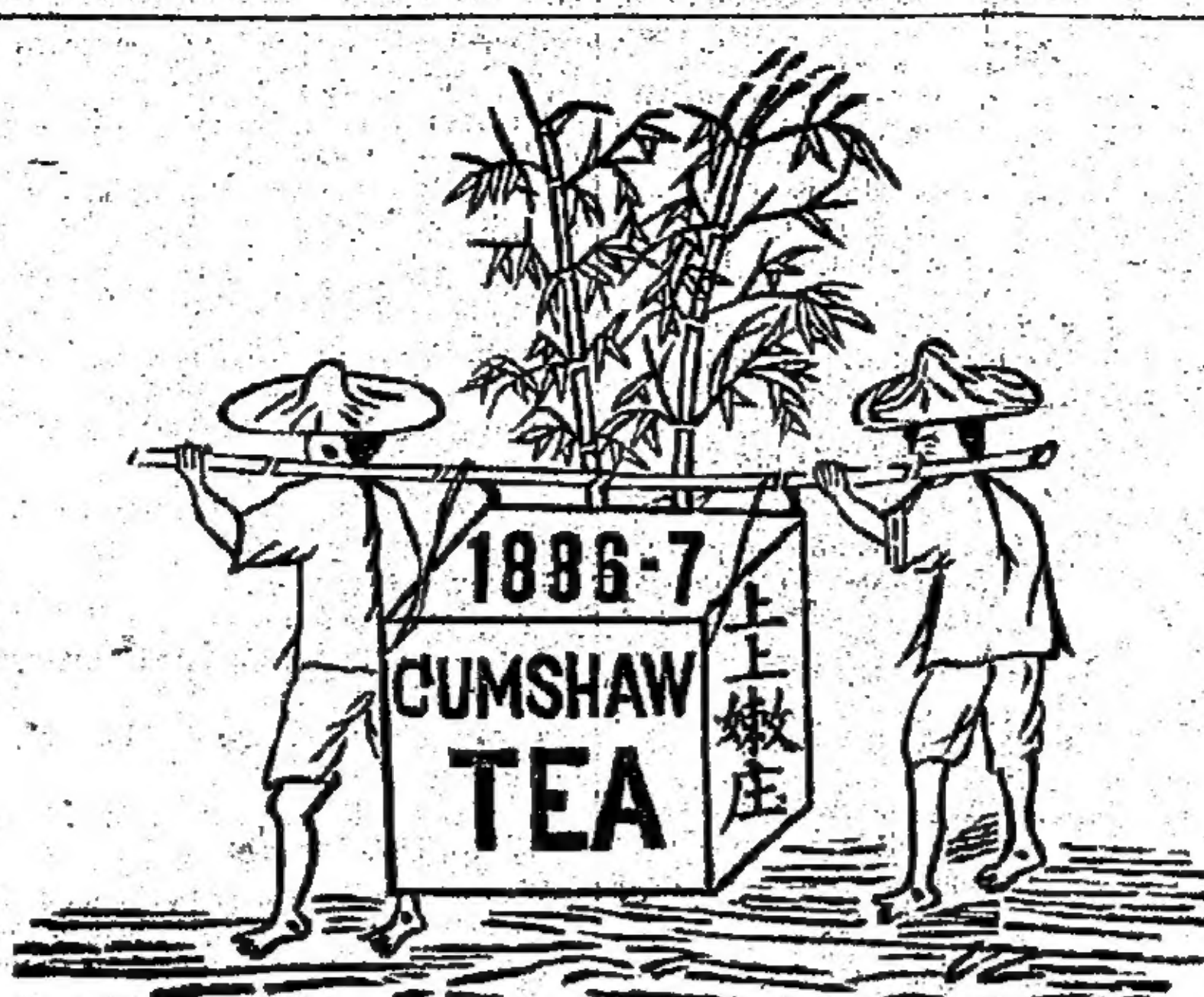
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## Business Notices.



MESSRS. LANE, CRAWFORD & Co. have the pleasure to inform the Community of Hongkong and neighbouring Ports that they have made arrangements in Foochow for a SUPPLY of their MIXTURE of the CHOICEST NEW TEA.

which in the course of many years, has acquired a deservedly high reputation, as evidenced by the large demand for use here, the appreciation shown by friends at home to whom it has been sent, and the numerous Orders received for it from old Hongkong Residents in the Colonies and elsewhere.

MESSRS. LANE, CRAWFORD & Co. undertake to deliver this acceptable present to friends in the United Kingdom, free of any charge whatever on the home side, at  
Per 10-catty Box \$12.00  
Per 5-catty Box \$7.50.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer, after receipt of order.  
This Tea can also be sent to America and the United States, at current rates, which can be obtained on application.  
Hongkong, June 10, 1886. 1143

## W. POWELL & Co.

EX TITAN AND HECTOR  
COLOURED AND WHITE FRENCH NEEDLEWORK COSTUMES.  
Cream and White FRENCH SWISS MULLINS.  
Coloured and White NEEDLEWORKS, all widths.  
CLOTHING MATERIALS in great variety.  
A large Assortment of ZEPHYRUS CLOTHES.  
Tweed, Striped ZEPHYRUS.  
PARASOLS, SHIRAZES and UMBRELLAS.  
Ladies' and Children's BOOTS and SHOES.  
TENNIS SHOES and BEDROOM SLIPPERS.  
MILLINERY and DRESS-MAKING OF EVERY DESCRIPTION.  
W. POWELL & Co. 901

VICTORIA EXCHANGE, May 4, 1886.  
**Victoria Hotel,**  
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING-HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors. 1612

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,  
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

HAVE RECEIVED EX GLENCOE.

LONG CLOTH SHIRTS.  
India Gauze SINGLETS.  
Balmington  
Summer & HOSE.  
Cholera BELTS.  
Gentlemen's UMBRELLAS.  
Waterproof COATS.  
Calf, Kid and Patent Leather BOOTS and SHOES.  
Lawn Tennis & Canvas SHOES.  
Christy's Felt HATS.  
Black, DRAB and NUTRIA.  
Single and Double Terai HATS.  
Straw and Calcutta Pith Sun HATS, &c., &c., &c.

Hongkong, May 25, 1886. 1022

A CHEAP AND DELIGHTFUL PAPER TO WRITE UPON.

## 'ROMANESQUE'

THE PAPER OF THE IMPERIAL CÆSARS.

MANUFACTURED from the Finest Selected Fabrics and resembles in texture the pleasing surface of the Ancient Roman Tablets.

50 Cents per Packet of 5 Qrs. in Albert and Note size. Envelopes to Match ..... 50 Cents per 100.

## KELLY & WALSH, LIMITED.

Hongkong, June 9, 1886. 1139

NOTICE.  
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
D. GILLIES, Secretary.  
Hongkong, August 25, 1886. 1448

NOTICE.  
HONGKONG HOTEL ROTISSERIE.

IN connection with the HONGKONG HOTEL, the above is NOW OPEN from 7 a.m. to midnight.

REFRESHMENTS of every description SUPPLIED, either Hot or Cold. ICE CREAMS will be Ready from Noon every day.  
List of CHARGES will be found in the Rotisserie, next door to Mr. Brewer's Book Store.  
By Order, LOUIS HAUSCHILD, Secretary.  
Hongkong, June 4, 1886. 1144

## Notices of Firms.

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.  
MR. E. L. WOODIN will assume CHARGE of this Company's BUSINESS at this Agency, during my Absence from Hongkong.  
A. MOYER, Superintendent.  
Hongkong, June 3, 1886. 1091

## Entertainments.

### THEATRE ROYAL, CITY HALL.

TO-MORROW, 12th June.

COMPLIMENTARY BENEFIT

MISS JULIA STELLA, (Late of the MASQUITE OPERA COMPANY.)

CHRISTY MINSTREL ENTERTAINMENT.

VARIETY CONCERT

AND AN ORIGINAL FARCE, entitled

'CAUGHT BY THE CUFF.'

Interlocutor: Tymonides.  
Musical Director: Mr. F. BRUNOW. Mr. S. G. BALEY.

Overture: 'The Fairy Queen' by Mr. W. H. WHITAKER.

1. 'The Fairy Queen' by Mr. W. H. WHITAKER.

2. 'The Fairy Queen' by Mr. W. H. WHITAKER.

3. 'The Fairy Queen' by Mr. W. H. WHITAKER.

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34. 'The Fairy Queen' by Mr. W. H. WHITAKER.

35. 'The Fairy Queen' by Mr. W. H. WHITAKER.

## Auctions.

### GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND, by PUBLIC AUCTION, to be held on the Spot on MONDAY, the 21st day of June, 1886, at 4 p.m. are published for general information.  
By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary.  
Colonial Secretary's Office, Hongkong, 22nd May, 1886. 1110

Particulars of the Letting by Public Auction Sale, to be held on Monday, the 21st day of June, 1886, at 4 p.m., by Order of the Hon. the Colonial Secretary, of the Government of the Colony of Hongkong, for a term of 999 years.

Particulars of the Lots.

No. of Lot. Locality. Boundary Measurement. Area. Price.

1. Lot 1. Locality. Boundary Measurement. Area. Price.

2. Lot 2. Locality. Boundary Measurement. Area. Price.

3. Lot 3. Locality. Boundary Measurement. Area. Price.

4. Lot 4. Locality. Boundary Measurement. Area. Price.

5. Lot 5. Locality. Boundary Measurement. Area. Price.

6. Lot 6. Locality. Boundary Measurement. Area. Price.

7. Lot 7. Locality. Boundary Measurement. Area. Price.

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16. Lot 16. Locality. Boundary Measurement. Area. Price.

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19. Lot 19. Locality. Boundary Measurement. Area. Price.

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37. Lot 37. Locality. Boundary Measurement. Area. Price.

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41. Lot 41. Locality. Boundary Measurement. Area. Price.

42. Lot 42. Locality. Boundary Measurement. Area. Price.

43. Lot 43. Locality. Boundary Measurement. Area. Price.

44. Lot 44. Locality. Boundary Measurement. Area. Price.

45. Lot 45. Locality. Boundary Measurement. Area. Price.

## Shipping.

### THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship Zafiro, Captain TALBOT, will be despatched for the above Ports on MONDAY, the 14th Instant, at 6 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co., General Managers.  
Hongkong, June 10, 1886. 1142

STEAM TO BOMBAY VIA STRAITS.

(With option of calling at COLOMBO should-instrument offer.)

The P. & O. S. N. Co.'s Steamship Atlas will leave for the above places on FRIDAY, 18th June, at 2.30 p.m., instead of as previously advertised.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 9, 1886. 1138

### CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, &c.

The Steamship Soochow, Captain HARRIS, will be despatched as above on SATURDAY, the 19th Instant, at 4 p.m.



## For Sale.

**MacEwen, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

# HAVE FOR SALE THE FOLLOWING STORES.

York HAMS.  
Roll BUTTER.  
Topoan BUTTER.  
French BUTTER.  
Egg's COCOA.

YAN HOUTER'S COCOA.  
Picnic TONGUES.  
MACKEREL in 5th Tins.  
RAISINS and CURRANTS.  
Crys. Alized FRUITS.

SAVORY & MOORE'S New Infant FOOD.  
BARNES & Co.'s JAMS.  
Potted MEATS.  
PATE DE FOIE GRAS.  
Swiss MILK.

BORDEN'S  
CONDENSED MILK.  
COOKING STOVES.  
KEROSENE LAMPS.

WINES, &c.  
GILBEY'S Sparkling SAUMUR, Pils. & Qls.  
SACCONI'S MANZANILLA.  
SACCONI'S Old Invalid PORT.  
Old Bourbon WHISKY.  
BURKE'S Old Irish WHISKY.  
Royal Glendoe WHISKY.  
MARSALA.  
&c., &c., &c.

THE USUAL ASSORTMENT  
of  
**OILMAN'S STORES,**  
at the  
Lowest Possible Prices  
FOR CASH.

**MacEwen, FRICKEL & Co.**  
Hongkong, February 10, 1886. 280

## Notices to Consignees.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE S.S. *Iphigenia*, Captain F. A. HARRIS,  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and stored  
at their risk into the Godowns of the  
Undersigned, whence and/or from the  
Wharves or Boats delivery may be obtained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before  
Noon To-day, the 7th instant.  
Cargo remaining undelivered after the  
13th instant will be subject to rent.  
No Claims will be admitted after the  
Goods have left our Godowns.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SIEMSEN & Co.,  
Agents.  
Hongkong, June 7, 1886. 1112

**BEN LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.  
FROM ANTWERP, LONDON AND  
SINGAPORE.

THE Steamship *Bender*, Capt. J. ROSS,  
HAVING ARRIVED from the above  
Ports, Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading  
for countersigning by the Undersigned,  
and to take IMMEDIATE DELIVERY of their  
Goods from alongside. CONSIGNEES of  
NAILBOED IRON are particularly re-  
quested to take delivery from Steamer  
IN THEIR OWN BOATS, failing which  
the Captain will not be responsible for  
any mixing of different lots that may arise from  
otherwise.  
The Steamer is berthed at the KOW-  
LOON PIERS, and any Cargo impeding  
her discharge will be landed into Godowns  
there and stored at Consignees' risk and  
expense.  
Optional Cargo will be forwarded on,  
unless notice to the contrary be given before  
Noon To-morrow, the 9th instant.  
No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining after the 15th instant will be  
subject to rent. All Claims must reach us  
before 4 p.m. of the 13th instant, or they  
will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, June 8, 1886. 1123

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.  
No Fire Insurance has been effected.  
Ex. Acc.  
AFF (in para.), 5113/5113—2 cases Soap,  
consigned to Order, from London.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, June 4, 1886. 1100

## Notices to Consignees.

**STEAMSHIP OXUS.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

### NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
Antwerp, Havre, and Bordeaux, ex  
Steamship *Oxus*, and byland from the  
Vergies, in connection with the above  
Steamer, are hereby informed that their  
Goods—with the exception of Opium,  
Treasure and Valuables—are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.  
Optional Cargo will be forwarded on, unless  
intimation is received from the Consignees  
before 11 a.m. To-day (Wednesday), re-  
questing it to be landed here.  
Bills of Lading will be countersigned by  
the Undersigned.  
Goods remaining unclaimed after Wed-  
nesday, the 10th June, at Noon, will be  
subject to rent, and landing charges at 1  
cent per package per diem.  
All Claims must be sent in to me on or  
before SATURDAY, the 19th June, or they  
will not be recognized.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, June 9, 1886. 1127

## To-day's Advertisements.

HONGKONG AND CHINA GAS COM-  
PANY, LIMITED.

THE Transfer BOOKS of this Company  
will be CLOSED from the 12th until  
the 28th instant, both days inclusive.  
HENRY R. H. MARTIN,  
Manager.  
Hongkong, June 11, 1886. 1149

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.  
MEDITERRANEAN AND BLACK  
SEA PORTS.  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
BORDEAUX, LE HAVRE, DUNKIRK,  
LONDON AND ANTWERP.

ON THURSDAY, the 24th of June,  
1886, at Noon, the Company's S.S.  
*DAEMIAN*, Commandant YAGUEUR,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon.  
Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m. on  
the 23rd June, 1886. (Parcels are not  
to be sent on board; they must be left at  
the Agents' Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, June 11, 1886. 1150

## To-day's Advertisements.

**OREAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
*Dionet*,  
Captain BLOLEY, will be  
despatched as above on  
SATURDAY, the 19th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, June 11, 1886. 1148

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship  
*Japan*,  
Captain T. S. GARDNER,  
will be despatched for  
above Ports on or about the 22nd instant.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, June 11, 1886. 1147

## TO LET.

ROOMS in 'COLLIER CHAMBERS.'  
No. 7, SPEYMOOR TERRACE.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, June 11, 1886. 632

## SHIPPING.

ARRIVALS.  
June 11, 1886.—  
*Marie*, German steamer, 704, J. Hohl-  
mann Tonnage June 9, General.—WIELE  
& Co.  
*Yorikoma*, Japanese steamer, 672,  
R. Gull, Kutchinotzu June 5, Coal.—MITSU  
BUNSEN KAISHA.  
*Canon*, British steamer, 1,111, Bremner,  
Shanghai June 8, General.—JARDINE,  
MATHESON & Co.  
*Venice*, British steamer, 1,270, J. B.  
Peters, Swatow June 10, General.—BUN  
HIN CHAN.  
*Port Jack*, on British steamer, 1,728, G.  
R. Haddy, Nagasaki via Kutchinotzu June  
6, Coal and General.—ADAMSON, BELL &  
Co.  
*Melita*, German steamer, 339, H. S. Merck,  
Haiphong June 8, General.—A. R. MARTY.  
*Fuku*, British steamer, 609, F. D. Goddard,  
Tamsui and Amoy June 10, Tea.—DOUGLAS  
STEAMSHIP CO.

DEPARTURES.  
June 11.—  
*Fortifera*, for Saigon.  
*Dionet*, for Yokohama.  
*Yorikoma*, for Bangkok.  
*Yorikoma*, for Chiofo.  
*Signal*, for Hongkong and Pakhoi.  
*Canon*, for Whampoa.  
*Yorikoma*, for Hongkong.  
*Petrolia*, for Swatow and Amoy.  
*Formosa*, for Coast Ports.  
*Houmond*, for Nagasaki.  
*Laja*, for Shanghai.  
CLEARED.  
*Quarta*, for Chiofo and Newchwang.  
*Peking*, for Shanghai.  
*Yorikoma*, for Singapore.

PASSENGERS.  
Per *Marie*, from Shanghai, 33 Chinese.  
Per *Canon*, from Shanghai, Messrs Bran-  
dao, Gouss and Perot, 88 Chinese.  
Per *Venice*, from Swatow, 53 Chinese.  
Per *Melita*, from Haiphong, 1 European,  
and 15 Chinese.  
Per *Fuku*, from Coast Ports, 12 Chinese.

**Vessels Advertised as Loading.**

Destination.	Vessel.	Captain.	Agents.	Date of Loading.
Bombay, via Straits.	<i>Khiva</i> (s).	J. Phillips.	P. & O. S. N. Co.	June 18, at 2.30 p.m.
Honolulu.	<i>Allie Rowe</i> .	Bentley.	Wier & Co.	Quick despatch.
London.	<i>Bentley</i> .	Gibb, Livingston & Co.	June 14.	Quick despatch.
London, via Port of Call.	<i>Verona</i> (s).	M. de Horne.	P. & O. S. N. Co.	June 17, at 4 p.m.
London, via Suez Canal.	<i>Dionet</i> (s).	Bigley.	Butterfield & Swire.	June 18.
London and Hamburg.	<i>Pembroke</i> (s).	B. P. Wilkins.	Adamson, Bell & Co.	June 14, at 4 p.m.
London, via Amoy.	<i>Yorikoma</i> (s).	Yorikoma.	Managers Messageries.	June 24, at noon.
Marseilles, &c., via Saigon.	<i>Barmida</i> (s).	C. W. Pearson.	Adamson, Bell & Co.	About July 3.
Marseilles, &c., via Yokohama.	<i>Starbuck</i> (s).	John Currier.	Pacific Mail S. S. Co.	June 22, at 3 p.m.
San Francisco, via Yokohama.	<i>John Currier</i> .	Frederick.	Russell & Co.	Quick despatch.
San Francisco.	<i>St. David</i> .	F. H. Drew.	Gibb, Livingston & Co.	Quick despatch.
Shanghai.	<i>Kurung</i> (s).	Yong.	Jardine, Matheson & Co.	June 12, at 4 p.m.
Shanghai.	<i>Gordon Castle</i> (s).	G. Heusermann.	Adamson, Bell & Co.	June 12, at 3 p.m.
Singapore, Penang and Calcutta.	<i>Talbot</i> .	T. S. Gardner.	David Sassoon, Sons & Co.	About June 22.
Singapore, Penang and Calcutta.	<i>Thales</i> (s).	Pecock.	Douglas Laprak & Co.	June 19, at 9 a.m.
Swatow, Amoy and Foochow.	<i>Szechow</i> (s).	Harris.	Butterfield & Swire.	June 16, at noon.
Trieste, &c.	<i>Orion</i> (s).	P. Morris.	O. Backrock.	

## SHARE LIST.—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Price.	Position.	Balance.	Last Dividend.	Closing, &c., &c.
<b>BANKS.</b>							
Hongkong and Shanghai Bank Corp.	50,000	125	125	125	63,800.38	£2 div., & 10% bonus, 1884-85	185% prem., cash
<b>INSURANCE.</b>							
North-China Insurance Co., Ltd.	5,000	200	50	50	£12,639.35	Div. 1884-85	£120 " sellers
Yangtze Insurance Company, Ltd.	8,000	212	26	26	3,069.78	Div. 1884-85	"
Union Insurance Society Co., Ltd.	10,000	254	25	25	439,089.41	£31 p. sh. 1884-85	"
China Traders' Insurance Co., Ltd.	24,000	83.35	25	25	200,773.18	£18 p. annum 1884-85	"
Canton Insurance Office Co., Ltd.	10,000	250	50	50	458,214.43	10%	"
Chinese Insurance Co., Limited.	1,500	1,000	200	200	28,711.50	£180 per share	"
Hongkong Fire Insurance Co., Ltd.	8,000	256	50	50	283,462.55	7.50 for 1884	£415 " cash
China Fire Insurance Co., Ltd.	20,000	106	26	26	228,811.07	£6 for 1884	£87 per share
<b>STEAMSHIP COMPANIES.</b>							
H.K. & M. Steamboat Co., Ltd.	8,000	100	75	75	34,522.02	£5 half year Dec. 31/85	£303 prem., cash
Douglas Steamship Co., Limited.	20,000	50	50	50	402.22	12% year-end June 30/85	£633 cash
Indo-China S. N. Company, Limited.	18,387	102	10	10	117,16.7	3% for 1884	5% discount, cash
China and Manila S. S. Co., Ltd.	3,500	100	all	all			25 discount
<b>MISCELLANEOUS.</b>							
H.K. & Whampoa Dock Co., Ltd.	12,500	125	125	125	6,561.68	7% half year	£102% prem., cash
H.K. & China Gas Co., Limited.	5,000	100	10	10	1,827.31	10% and 2% bonus for 1884	£120 per share
New Shares.	1,900	10	7.10	7.10			"
Hongkong Hotel Company, Ltd.	2,000	100	100	100	1,175.07	Old, 1884-85	£127 per share, cash
China Sugar Company, Limited.	1,000	100	50	50	13,451.51	New, 1885-86	£150 " "
Hongkong Ice Company, Limited.	5,000	25	25	25	1,125.39	None	£40 per share, cash
Hongkong Battery Company, Ltd.	5,000	50	50	50	680.68	£120 " "	ex div.
Luen Sze Company, Limited.	7,000	100	100	100	1,094.63	£20 " "	cash, ex div.
Perak Tin Mining & Sling Co.	4,000	50	all	all			£10 " "
Selangore Tin Mining Co. (S'hai).	2,500	100	all	all			£5 " "
Punjab & Sindh Dug Samatani Mining Co.	40,000	10	5	5			£8 cash
H.K. Rope Manufacturing Co., Ltd.	3,000	50	all	all			£51 " cash, ex div.
H. & M. Glass Manufacturing Co.	4,000	50	all	all			£5 nominal
<b>Chinese Imperial 1881.</b>	8,563	50	all	all			"
" " 1884 a.	2790	500	all	all			"
" " 1884 b.	2189	500	all	all			"
Chinese Imp. (Ch. Bank Loan) 1885	2790	500	all	all			"
Sugar Debentures, 1880	600	500	all	all			"

## DEPARTED.

Per *Oxus*, for Shanghai, from Hongkong, 2 Chinese, from Marseilles, Mr. Forbes and family, Mr. and Mrs. Rousseau, Mrs. Dook and 2 infants, Miss Ouldma, Messrs Ho Ke Do, Pao Y. Tang, and Mr. Cho Sung Ho and family; from Aden, Messrs Biddell and Hermann.

Per *Tanaka*, for Yokohama: from Hongkong, Mr. Mayamotte, from Marseilles, Messrs Ousman and Ziano. For Hongkong: from Marseilles, Rev. Mr. Davidson.

Per *Tanadice*, for Sydney, &c., Mr. and Mrs. McMillan, Messrs R. Schwurs, F. Wakeham, W. Jones, C. Middleby, W. Woolward, G. Bateman, W. Scholfield, T. Dorey, John Thompson, Ed. Morgan, Jeremiah Cayle, Edwin Osborne, Thos. Henshall and R. Lorniere.

Per *Diamond*, for Manila, Messrs W. Forester, G. Marzano, W. Ambrose, and 3 Chinese.

Per *Verdiana*, for Saigon, 120 Chinese.

Per *Doigra*, for Saigon, 150 Chinese.

Per *Iphigenia*, for Yokohama, 1 Euro-  
pean.

Per *Signal*, for Hoihow, 20 Chinese.

Per *Petrolia*, for Swatow, 210 Chinese.

Per *Formosa*, for Coast Ports, 200 Chi-  
nese.

Per *Laja*, for Shanghai, 17 Chinese.

Per *Peking*, for Shanghai, 3 Europeans.

Per *Yorikoma*, for Singapore, 250 Chinese.

Per *Canon*, for Saigon.

Per *Yorikoma*, for Bangkok.

Per *Yorikoma*, for Chiofo.

Per *Signal*, for Hongkong and Pakhoi.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ALFRED WATTS, American ship, Capt. H. A. Hyler.—Douglas Laprak & Co.

ALFRED WATTS, American ship, Capt. H. A. Hyler.—Douglas Laprak & Co.

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ALFRED WATTS, American ship, Capt. H. A. Hyler.—Douglas Laprak & Co.

## MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—*Taiwan* leaves for Singapore, Penang and Calcutta.

3 p.m.—P. M. S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

4 p.m.—*Peking* leaves for Shanghai.

4 p.m.—*Kutong* leaves for Shanghai.

4 p.m.—*Gordon Castle* leaves for Shanghai.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous.

Transfer Books of Hongkong and China Gas Co. Limited, closed from this date to the 28th instant, inclusive.

General Memoranda.

SUNDAY, June 13.—  
Goods per *Iphigenia* undelivered after this date subject to rent.

MONDAY, June 14.—  
Local Banks close.

TUESDAY, June 15.—  
Goods per *Bender* undelivered after this date subject to rent.

WEDNESDAY, June 16.—  
Goods per Steamer *Oxus* undelivered after Noon subject to rent and landing charges at 1 cent per package per diem.

MONDAY, June 21.—  
4 p.m.—Auction of Crown Land on the Spot.

SILICATED  
CARBON FILTERS  
FOR  
PURIFYING DRINKING WATER.

A Shipment of these Filters  
in three useful sizes has  
just been received by the Under-  
signed.

A. S. WATSON & Co.,  
LIMITED,  
THE HONGKONG DISPENSARY.  
Hongkong, April 27, 1886. 848  
The publication of this issue commenced  
at 7.15 p.m.

## THE CHINA MAIL.

Continuing our remarks upon the  
subject of remunerative private employ-  
ment being conceded to Government  
servants, it will generally be admitted  
that the matter is sufficiently important  
to command more serious attention  
than it has hitherto received. The  
difficulty of drawing the line is, as we  
have already stated, the chief obstacle  
in the way of a definite settlement, as  
things are at present. To overcome  
this difficulty, it might be suggested  
that no line need be drawn at all, but  
that the rule should be made universal  
and absolute. In principle there can  
be little doubt of the soundness of this



to them, resembling in this latter respect, but on a smaller scale, the English Colonial Exhibition open at present in London. An arrangement is to be made whereby the various types of men-of-war, vessels of commerce, yachts, pleasure canoes, fishing boats, life boats and floating engines may be under inspection from 10 days to two months, at a low rate for space occupied, and with all the right of competing before the jury attached to the permanent exhibits. Awards in silver and objects of art are to be given. The exhibition is of a unique and novel character and will likely draw to Harrow, the old patriotic French, numbers from every nation interested in maritime affairs and maritime products.

Only one British Parliament since the union of Ireland with England in 1801 has had a shorter existence than the one which is about to be dissolved. The present Parliament assembled first on the 12th January, so that if the dissolution be announced within the next few days, as it probably will, it will only have lived five months; and in that brief space, a Conservative Government has been defeated and compelled to resign and a Liberal Government has also been defeated, and will, in all probability, be also compelled to resign shortly. Of course during these five months, the question of Home Rule has almost entirely monopolized the attention of the House, greatly to the detriment of other important matters. Mr Gladstone's bill has led to the disruption of the Liberal party, and to his own defeat. He will now appeal to the country on the same question, and we are afraid the verdict of the people will be against him as the verdict was against him in the House of Commons. This will again give the reins of Government to the Conservatives, who are assured of the support of the Harrow and Chamberlain elements on the question of home rule, that is, for the rejection of home rule. Whether this will improve the condition of Ireland, or facilitate the work of the House of Commons is very doubtful. It is thought very unlikely that Gladstone will obtain a majority. In any case, the election battle will be keen and close, and Great Britain and Ireland is likely to suffer from greater political agitation than they have done for many years past.

Mr Robert Hart, Inspector General of Customs, left Shanghai on Saturday the 10th inst. in the *Yangtze* on a visit to the southern ports and Hongkong.

So anxious are the Samoan Islanders to be recognised as British Colonists that they sent a number of exhibits to the Colonial and Indian Exhibition. The Commissioners were actually so hard-pressed, however, as to refuse the exhibits admittance.

We are requested to state that Divine Service will, by kind permission of Captain Grierson, be conducted on board the British battleship *Edinburgh* by the Rev. A. G. Goldsmith at 11 o'clock on Sunday forenoon. The battleship will be hoisted on board.

It is believed that great annoyance has been felt in France at the steps taken by the Chinese Government towards establishing a Chinese legation in Rome and inducing the Holy See to send a Nuncio to Peking, so as to do away effectually with the French legation in Rome. The French Government is said to be using all means in their power to stay the action of the Pope in this matter, and several Cardinals are bestirring themselves in the same direction. Naturally one of the strongest upholders of the French claims is Cardinal Lavigerie. The Holy See is said to have refused France that even in the event of acceding to the wishes of China, nothing at all would be done to interfere with the protectorate of French influence in the East. The Government of the Republic is however dissatisfied with these undertakings, all the more so as several of the French legations in the East have been closed down. Rome meanwhile proceeds slowly and surely, as usual. The officials of the Secretariat of State are busy with the study of the various despatches and it will be some time before their report to the Commission of Cardinals will be ready. It is serious news as is believed to represent the Chinese Government, is having very long interviews with various highly-placed personages in the Vatican especially Cardinal Jacobini. Everybody, of course, can see that the question affects far-reaching international, as well as religious and political interests.—*Tablet*.

Save the *Strait Times*.—It is interesting to study the Singapore rainfall tables, and to observe how every few years, varying apparently from 8 to 10, we have a very large annual fall of rain and a smaller fall though still above the average every five years. Such seems to be the result more or less generally if we look at the records from the oldest times. It is hard to say what has been the cause of the reckless falling of forest for years, nor happily no longer unchecked; on the rainfall, but taking into account the position of Singapore island towards the two monsoons and the few high hills to attract the rain-bearing clouds, there is no reason for assigning a very great influence to it. There is however little doubt that forest destruction does influence rainfall materially. Of this many proofs may be adduced but in further confirmation, attention may be drawn to an article in an American paper called the *Southern States* upon the forest destruction going on recently in that country; the forest of which is said to be the cause of the destruction in the Western Alleghenies should continue at the present rate, the yearly foundations of the Ohio valley will soon assume an appalling aspect, and ere long, the cones of the river suburbs of Louisville and Cincinnati will repeat themselves at Nashville and Chattanooga, while the summers will become hotter and drier. In the Gulf States the work of destruction has made alarming advances. Brooks and streams shrink from year to year, and warm summers expose the gravel of river beds which fifty years ago could hardly be touched by the heels of heavy laden vessels. The climate is drying up. Even in the Paradise of the Blue Grass Region, the falling of springs has driven many stock raisers with their herds to the mountains. In Florida during the first five months of the year the fall was unusually small, but was compensated by heavy falls during the last five months, consequently, the records of rainfall at Singapore show

unmistakably that as the jungle has been cleared away from the neighbourhood of the town, rain is not so frequent or copious as when it used to be said of Singapore that it rained every day.

#### DISINFECTION BY HEAT.

Disinfection by heat has recently been made the subject of a series of interesting, valuable and practical experiments by Dr Parsons, one of the Medical Inspectors of the Local Government Board, (Whitehall), who has contributed the results of his investigations into this important subject as a supplement to the recently-issued Report of the Board. These results are of universal value, and should be carefully studied not only by Governments but by every private individual, more especially in places which are liable to infectious visitations. From a summary of the paper issued in No. 1 of Vol. XXVI of *The Practitioner*, we gather that Dr Parsons, who was assisted by Dr Klein, had been induced to make the experiments by the modern discovery that certain communicable diseases are connected with microbes in the blood, and his object was to ascertain, if possible, under what circumstances micro-organisms are destroyed, with the view of learning the conditions necessary for effectual disinfection. In this, Dr Parsons and Klein succeeded beyond expectation. Selecting as the true test of disinfection the most 'stable known infective' matter—the virus of swine plague, of tuberculosis and of anthrax—strips of flannel were steeped in the respective infective fluids, dried in the air, wrapped separately and locked in a single layer in thin blotting paper, and suspended in the centre of heating apparatus in company with a thermometer, so placed that its bulb was close to the packets of infected material. With dry heat, it is held that with the articles which can be thoroughly penetrated, a temperature of 140° throughout the substance may be regarded as sufficient to destroy infection. Exposure to steam or by boiling is even more effective, the experiments showing that after exposure for periods varying from five minutes to an hour by steam at 212° Fahr., the contagia lost their power to mislead. The nature of disinfection by heat appears to have been studied at great length, and instructive comparisons made between various machines invented for disinfecting purposes. Experiments explain how extremely difficult it is to secure penetration of a sufficient dry heat into the interior of articles, and on the other hand, the experiments add that there can be no doubt that to procure penetration by heat of badly-conducting material high-pressure steam is the agent par excellence. Unfortunately under both systems of heat-disinfection the articles are liable to injury, such as scorching, over-drying, fading of dyes, melting of fusible substances, alteration in colour or gloss, shrinking and felting together of woollen materials. As regards most articles, however, there are machines by which these drawbacks can be avoided. Steam is best adapted for the purification of bedding, bales of goods, large bundles of clothing and other objects of penetration. Leather it instantly destroys. The rest of the article deals with the different forms of apparatus adapted for heat disinfection. To those whose means will not allow of their purchasing these machines, it may be useful to know that for articles that will stand boiling in boiling water (which does prevent against reinfection), may be relied on as an efficient means of disinfection.

#### M. REMENYI.

The *Englishman* of the 9th January says:—In certain respects Mr. Remenyi's second concert was more wonderful than the first, and it was even better attended. The programme was arranged on a different plan, the first part being classical and the second popular, popular, however, in the highest sense of the term. Mendelssohn and Chopin were set off against a Scotch Fantasia and the well-known 'Caravan of Venice'—masterpieces of the school against which the critic has been so long and so justly protesting. But that is not the point. The great composer was told by the critic that in his orchestration he was too sparing in the use of the 'brass.' His answer was a notable one: 'I am firmly convinced that if the idea of the thing wants power, all the trombones in the world are not able to supply it, but only serve to make the weakness of the idea more conspicuous.' It is not, perhaps, strictly correct to say that the selection of other night was altogether without the aid of the 'brass,' for Remenyi, single handed, can give singular effect to the full phrasing of an Orchestra; but in the violin solo the idea of the master was brought into the clearest prominence, and it seemed to gain in effect, in grandeur, and in delicacy of manipulation. Chopin's music was well suited to the violin, his colour, his sensuous passages taking life and colour under the bow and his fertility of invention growing in inexhaustible wonder. The Nocturne was really a fountain of melody; but, paradoxical as it seems, melody was Chopin's great weakness. He was a melodist, a flow, he might have been a great dramatic composer; but he constantly subordinated his subject to the music. The charm of Chopin, however, is all-sufficing for the time, and the audience were fairly carried away by the voluptuous strains of the violin. The Scotch Fantasia, it would be difficult to say which produced the most profound impression on the audience, the weird, elastic sadness of 'Auld Robin Gray' or the rugged grandeur of 'The Campbell's are Comin'. The air of Lady Nairn's song is very old and has a long life-history and its strain of terrible sadness will form part of the best legacy of humanity to the end of time. The Highland march is one of the most stirring airs in the rich repertoire of Scotland, and Remenyi simply revelled in its savage impulse and vivid suggestions of reason and terror. Of very different type the 'Caravan of Venice,' although here again we have a world of world-melodies which have been traced back from period to period until one can imagine it a popular tune in the streets of Babylon. The humour of the 'Caravan' was admirably expressed, and the audience were greatly delighted, partly by the humour, and partly with Remenyi's execution. The loud applause that followed was a tribute to his skill and to his mastery over the orchestra. The evening was a success, and the audience were in the enthusiasm of the evening, and in response to an encore sang 'With a Mile

O' Edinburgh Town,' with the emphasis upon the 'fashion' set by Paul. Mr. Luckstone's piano-playing is a treat in itself, and is deserving of more appreciative notice than we have space to give it.

#### MR DETRING ON THE TRADE OF TIEN-TSIN.

Mr. Detring, in his annual report of the trade of Tientsin for 1892, says: 'Considering the physical obstacles to commerce in the north of China and the comparative sparseness of the population in rural districts; that much of the arable area of this province is left barren for want of irrigating canals; that the roads are impassable during the third of the year, and that the winter is closed during another third; and the internal water carriage is all but ineffective; considering all these disadvantages, it is perhaps surprising that Tientsin should be able to distribute 20 millions of taels' worth of merchandise in her short working season. On the other hand, looking at the power and stereotyped character of the list of imports and exports which, with little variation, has served for 20 or 30 years, it is impossible to avoid the reflection that the field is not worked so thoroughly as it might be by Western manufacturers and men of enterprise. This idea requires support from such phenomena as above remarked upon, the sudden demand for an article like cotton yarn, which has been a staple in the south of China for at least 50 years, and the rapid improvement in an other familiar staple—American Sheddling. Whether merchants have been hampered and hindered in their movements by the power of these movements may be doubted, as they have not the time, and their interest in the growth of trade is too slight for them to trouble themselves in the matter. Indeed, the trade in Foreign goods in Tientsin is now almost wholly in the hands of Chinese, who draw their supplies from the great emporium of Shanghai. But as neither the Chinese consumer nor the trader possesses any initiative power, no development of commerce is likely to grow out of any effort of theirs. It is the manufacturers of Europe and America who are chiefly interested in the extension of the trade, and who are so well acquainted with the advantages as a body to take some trouble to examine patiently the actual conditions of life among the Chinese, in order to deduce therefrom some fresh ideas in the way of supplying wants, based on something better than blind guessing. The extraordinary development of the trade in Kweichow Oil shows that the Chinese are eagerly welcome useful novelties, and it is possible that other articles, though not important enough to force their way, might be introduced and adapted to Chinese uses if the field were to be scientifically examined by interested parties.

#### THE VOYAGE OUT TO CHINA.

The *Hampshire* Telegraph and *Suez Chronicle* has the following:—I am glad the *Glencoe* was chosen for our return trip to China. We could not have found a tighter ship, and I don't think there are many skippers who can excel Captain D— in seamanship or in those general qualities which have so much to do with the success of a voyage. The ship was a real home to us to travel by sea. You will remember we said good-bye to the good old town of Portsmouth on the morning of October 10th. We embarked on the 12th, our ship left the river on the 13th, and at mid-day, November 24th, we steamed into Highport harbour, having done so well, including stoppages, in forty-two days. I call that good travelling. We kept ahead of everything the whole way. When I first went to China in 1874 I travelled in a new steamer of the Glen Line, commanded by good old Captain K—, who was a real home to us to travel by sea. The *Glencoe*, and all the new steamers of the line are well found and are fitted up with most of the modern improvements. Our cabins were on deck and were of comfortable size. There was a good poop, and the land cannot be seen close enough for a game of quoits or for a dance, if for dancing one had a mind. I forget how many stewards and boys there were on board, but know there were quite as many as we needed. There was a stewardess, of course, and I must give all their due, and saying that I never saw a more obliging set of men in all my journey.

We had a very pleasant trip in the Channel and across the Bay. By-the-way, we hardly saw our captain until we were fairly in the Bay. He evidently did not consider we had started until we had left the Channel. But after a while he regularly appeared. He was a real home to us to travel by sea. The *Glencoe*, and all the new steamers of the line are well found and are fitted up with most of the modern improvements. Our cabins were on deck and were of comfortable size. There was a good poop, and the land cannot be seen close enough for a game of quoits or for a dance, if for dancing one had a mind. I forget how many stewards and boys there were on board, but know there were quite as many as we needed. There was a stewardess, of course, and I must give all their due, and saying that I never saw a more obliging set of men in all my journey.

Most of our number were young people who were leaving home for the first time, and we did not detect a tendency to steal away into old corners and gaze seaward wistfully. This was natural enough, but to keep up our spirits and also to dissipate the monotony of life at sea we soon began to organise employment and amusement. A newspaper was proposed, and in a remarkably short space of time the *Young Lady* passenger designed the cover, and almost everybody contributed. We hunted up the articles who were on board, and we discovered before long that we had hit upon an excellent plan for procuring home and wholesome mirth. Lord Mayor's Day was not allowed to pass unmarked. We had our procession, of course; Britannia led the way, as she always does. One Jumbo and a Japanese Prince conducted Topsy, while Father Neptune ruled us all. We were appropriately dressed—we earned the anniversary of the dead horse. In all directions in state, the cheerful party of Lord Mayor were entertained in the big city of London.

We had some capital company, and once or twice the ship's company invited the passengers to an entertainment of their own devising. I suppose you have heard of the anniversary of the dead horse. In all directions in state, the cheerful party of Lord Mayor were entertained in the big city of London.

Afterwards, watched its execution. We had a real live jockey on its back it was swung on the fore yard, then in the midst of a blaze of light it was dropped into the sea, the jockey remaining aloft. It was a comical sight.

I must not forget the Juma. We kept company with this troupe in the Canal, and our officers and passengers were cordially invited on board. Under a bright moonlight in the Canal (it is always moonlight when I pass through the Canal) a merry party came off from the Juma to visit us, but all of us but one lady had taken to the boats and landed on the sands for a rick. But we all thought kindly of the Juma, and we sent even our cordial greetings to her gallant commander and his followers.

#### IS OUR AVERAGE RAINFALL DIMINISHING?

This may not concern us individually, for any changes would be very gradual, but no question can be of more vital interest than the average permanency of our water supply. If there be evidences that atmospheric precipitation is steadily decreasing throughout the historical world, we cannot fail to recognise their importance. We shall, for the present at least, set aside geological proofs, and confine ourselves entirely to recorded history, taking as our basis the oldest consecutive record, the Bible. The earliest traces of human history carry us to Asia, in its central and south-western parts, and the most remote northern movement of which we have any clear and continuous account is the migration of the Israelites from Egypt. After many years of servitude and wanderings, the Jewish tribes made their appearance in the plains of Mesopotamia, on the east side of the Dead Sea, not far from A. C. 1450—that is to say, somewhat over 3300 years ago. An expedition was sent up by Moses, and made conquest of all the rich agricultural region to the north. The land was then swarming with a people who were wealthy from commerce and from the cultivation of the soil. Their walled towns were numerous and strong. We need no evidence from the Bible to show this, for these towns stand now, perhaps 4000 years old, with many of their houses as perfect as in the days of Og, King of Bashan. There they stand, 'waste, without inhabitant.'

There must be some reason for this, independent of social considerations. Men live there now, it is true, only by the might of the strong hand, but they did so 3000 years ago; it is not the lack of protection by established law that has caused the desolation. The simple fact is that the land cannot furnish food for so dense a population. Its characteristic richness and fertility have passed away, and for this there can be but one cause, and that is the diminution of the annual rainfall.

It is well-known that in the days of Chaldean glory the most fruitful land of antiquity was the land of Mesopotamia. The 'land of great waters' is desolate and barren, without settlement, a dried-up wilderness. The plants peculiar to a saline soil, and all this where once was the 'garden of the world.' These are the words of an eye witness. A little further, and we reach Persia. The Persian Empire, as the great Cyrus said, 'I found from the account given by ancient writers, it appears highly probable that the population was much greater and the cultivated land far more extensive 2000 years ago than at present, and this may have been due to the country being more fertile, in consequence of the greater rainfall. Captain Bruce, writing his travels in Midian, says: 'This once wealthy and commercial land has become a desolation among other nations; the area of some 3000 square miles, which 31 centuries ago could send into the field 135,000 swordsmen, is abandoned to a few hundreds—half pastured and half uncultivated.'

Additional proofs of this slowly progressive desolation could be brought forward, but we prefer to turn our attention to the Western continent. For our present purpose, we will go only to the southwestern portion of our territory to the region west of the Gulf of California, to Arizona and New Mexico. It is a fearful and desolate region. Here and there is a running stream, but they are few, and often inaccessible, for the land is made up of mesas and barrancas. One rides across a bare plain of sun-baked earth, here and there a single cactus, and here and there a small stream, perhaps 1000 feet deep. In its flat bottom one sees, perhaps, a small stream, perhaps not, for in most of these barrancas there is no water whatever, except for a few weeks of the winter. The mesa is as dry as the heart of the Sahara. But presently one comes upon a small, single, and here and there a small stream, perhaps 1000 feet deep. 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## To Let.

## TO LET.

THE HOUSE IN CASTLE ROAD No. 1.  
Apply to the SPANISH PRODUCTIONS, No. 14, Castle Road. Terms moderate. Possession on the first of the month.  
Hongkong, February 6, 1886. 295

## RICHMOND TERRACE, TO BE LET—FURNISHED.

A Very Comfortable HOUSE, with Six Rooms, Dressing Room, Library, Three Bath Rooms, convenient Out Offices, Tennis Courts, and Garden.  
For Nine months from May next.  
Apply to  
J. D. HUMPHREYS,  
22, Queen's Road Central.  
Hongkong, April 1, 1886. 665

## TO LET.

No. 2, DOUGLAS VILLAS. Possession from the 1st July next.  
Apply to  
DOUGLAS LAPIRAIK & Co.  
Hongkong, May 31, 1886. 1064

## TO LET.

A Five-Roomed HOUSE at the PEAK, Good TENNIS GROUND attached.  
Apply to  
DENNIS & MOSSOP.  
Hongkong, January 28, 1886. 192

## For Sale.

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.  
Quarts, \$20 per Case of 1 doz.  
Pints, \$21 " " " 2 " "  
Dubouche & de Gerson & Co.'s BORDEAUX CLARETS AND WHITE WINES.  
Baxter's Celebrated "Barley Bree" WHISKY, \$7½ per Case of 1 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, July 18, 1884. 1187

## FOR SALE.

ORANGEHURST—MOUNT GOUGH.  
THIS desirable RESIDENCE is situated on one of the very best positions on the whole hill-side, and there is Room for additional building.  
The House is very strongly built—partly of concrete blocks, and partly of bricks on granite basement. It contains Seven Rooms, besides Dressing-rooms, Bath-rooms, etc., and Two Drying-rooms. The front Verandah is more than usually spacious, and the House as at present—or enlarged as it might easily be—is suitable for a Summer Club or Hotel. There are Two Lawn Tennis Courts—one in urban and one in grass.  
Possession may be had by arrangement—and the Furniture if desired may be taken at a valuation. Two-thirds of the Purchase Money may remain on Mortgage at 7%.  
For further Particulars, apply to  
LANE, CRAWFORD & Co.  
Hongkong, May 18, 1886. 996

## NOW PUBLISHED.

BUDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.  
BY ERNEST J. EYSEL, Ph.D., Tübingen.  
THIRD EDITION.  
REVISED, WITH ADDITIONS.  
Price, ..... \$1.50.  
LANE, CRAWFORD & Co.  
Hongkong, August 20, 1884. 1298

## Intimations.

JARDINE, MATHESON & Co.'s PIER AND GODOWNS.  
STEAMERS AND SAILING VESSELS are berthed at the PIER, at the following Rates of Wharfage, viz:—  
Coast Steamers and Sailing Vessels under 300 ft. over all ..... \$50  
Other Steamers under 300 ft. ..... \$60  
Do. over 300 ft. ..... \$75  
Cargo is landed and stored at thirty cents per ton weight or measurement, including free storage for seven days, or is delivered into craft ex Ship at the Pier for half that rate.  
For the convenience of Coast and other Steamers using the Pier, Cargo will be received into Godown from Shippers, and stored, free of rent, in covered Godowns, from the date of receipt of the Goods to the date of the departure of the Steamer by which it is to be shipped. Receipts will be granted.  
Cargo will be re-shipped, or delivered into craft alongside the Pier, or at any of the principal receiving places on the Praya at from three to eight cents per package.  
Coal can be supplied to Steamers at the Pier or elsewhere in the Harbour at market rates. Quick despatch guaranteed.  
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JARDINE, MATHESON & Co.,  
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Hongkong, May 17, 1886. 982

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JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, May 17, 1886. 982

## Intimations.

CHAS. J. GAUFF & Co.,  
Chromometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
METEOROLOGICAL INSTRUMENTS.  
YOUNG'S CELEBRATED BINOCULARS AND TELESCOPES.  
REYNOLDS'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE.  
Christie & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY, in great variety.  
DIAMONDS  
—AND—  
DIAMOND JEWELLERY,  
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

## THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Godowns at Cheap Rates. Also Casks in specially constructed Sheds.  
For the convenience of Commanders and Storekeepers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Poddar's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.  
For further Particulars, apply to  
W. KERFOOT HUGHES,  
Agent,  
Poddar's Wharf.  
Hongkong, February 17, 1886. 331

## DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.  
MR. WONG TAI-FONG,  
Surgeon Dentist,  
(FORMERLY ATTENDED AMERICAN AND LATTERLY ASSISTANT TO DR. ROBERTS.)  
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Roberts,  
No. 2, DUDELL STREET.

## CONSULTATION FREE.

Discount to missionaries and families.  
Sole Address  
2, DUDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

## INSURANCES.

SINGAPORE INSURANCE COMPANY, LIMITED.  
HEAD OFFICE—SINGAPORE.  
We are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.  
All Contractors of business, whether Shareholders or not, are entitled to Share in the Bonus.  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, July, 1885. 1239

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.  
THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at current rates.  
Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates:—  
HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 496

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.  
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.  
For Rates of Premiums, forms of proposals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1887. 100

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.  
GILMAN & Co.  
Hongkong, January 1, 1882. 14

## THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.  
ARNHOLD, KARBURG & Co.  
Hongkong, November 5, 1883. 855

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Bids on First Class Godowns at 1 per cent. not premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1884. 936

## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "STARBUCK" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 12th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 7, 1886. 1031

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, MARSEILLES, MEDITERRANEAN, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VERONA," Captain M. de Horne, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 17th June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the General Agent, Messrs. J. S. & Co. Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desiring to insure their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

K. L. WOODIN,  
Acting Superintendent.

Hongkong, June 5, 1886. 1108

Occidental & Oriental Steam-Ship Company.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 22nd June, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

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C. D. HARMAN,  
Agent.

Hongkong, June 7, 1886. 1089

## NOW READY.

THE REVENUE OF CHINA.  
A SERIES OF ARTICLES  
Reprinted from "The China Mail."  
WITH AN APPENDIX.  
THIS PAMPHLET is Now Ready, and may be had at the Office of this PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALTON, and Mr. W. BARWEN'S.  
Price, ..... 50 Cents.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and the C. in the body of the Harbour or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Arrival day.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
MAR 29								
Aegean	2 h	Thomas	Brit.	str.	760	May 31	Arnhold, Karberg & Co.	Singapore
Amatola	2 h	Hamila	Brit.	str.	678	Jan.	31 Russell & Co.	To-day
Ashington	3 c	Hepworth	Brit.	str.	809	10	Stimson & Co.	Laid up
Belgica	4 h	W. Iker	Brit.	str.	1832	6	C. O. S. S. Co.	Shanghai
Camorta	3 c	Haye	Ger.	str.	1093	June 16	Adamson, Bell & Co.	San Francisco
China	3 c	Gibb	Brit.	str.	1114	May 28	Stimson & Co.	To-day
Clivedon	3 c	Mooney	Brit.	str.	562	May 29	Wielor & Co.	K'loon Doc
Dalla	4 c	Zorrah	Ger.	str.	816	June 10	Clutton & Swire	Bangkok
Doris	3 h	Harris	Brit.	str.	674	June 9	Stimson & Co.	To-day
Formosa	3 c	Richy	Brit.	str.	1332	June 27	Stimson & Co.	Patent slip
Galley of Lorge	3 c	Enochy	Ger.	str.	340	May 27	Stimson & Co.	Chefoo & N'chwang
Gorda	5 c	Rovell	Brit.	str.	1320	June 9	Adamson, Bell & Co.	Coast Ports
Gordon Castle	3 h	Thomas	Brit.	str.	227	May 29	Adamson, Bell & Co.	Hoihow
Greyhound	3 c	Thomson	Brit.	str.	896	May 23	Arnhold, Karberg & Co.	To-morrow
Hercules	2 h	Caso	Brit.	str.	1410	May 28	P. O. S. N. Co.	Bombay, &c.
Khive	4 c	Mann	Brit.	str.	1300	June 3	Gilman & Co.	18th inst.
Laji	3 c	Hollmann	Ger.	str.	704	June 12	Wielor & Co.	Shanghai
Mario	4 c	Wood	Brit.	str.	622	May 26	Morris & Ray	To-day
McBeth	3 h	Davidson	Dan.	str.	1833	June 6	A-Hungarian Lloyd S. N. Co.	Touron
Norden	5 c	Meesa	A-Han.	str.	1453	June 3	Russell & Co.	Bombay, &c.
Orion	8 c	James	Brit.	str.	998	June 3	Russell & Co.	16th inst.
Oxfordshire	8 c		Chi.	str.	284	Sept.	4 Chinese	
Pacific	3 h	Houermann	Brit.	str.	954	June 10	Stimson & Co.	Shanghai
Peking	3 h	Stretton	Brit.	str.	1011	June 11	Yuen Fat Hong	To-morrow
Prai Chem Kiao	8 c	W. N. Gibson	Ger.	str.	876	June 16	Ed. Schellinas & Co.	Swatow & Bangkok
Racine	6 c	Stapani	Brit.	str.	161	June 2	B. K. & W. Dock Co.	Ab' den Doc
Plat Fish	8 c	Rave	Brit.	str.	1196	June 7	Order	Amoy
Plainmullet	8 h	Huddy	Brit.	str.	1728	June 11	Adamson, Bell & Co.	Tug plying
Port Jackson	3 c	Kock	Ger.	str.	738	June 3	Gibb, Livingston & Co.	Chefoo & N'chwang
Quarta	3 c	Mortleman	Brit.	str.	462	June 3	P. M. L. S. S. Co.	Nagasaki
Rossmond	9 h	Connor	Amer.	str.	1548	June 5	J. Livingston & Co.	Y'ham & San' Foisco
Sarabuck	5 h	Daries	Brit.	str.	1504	June 3	Darling & Mason & Co.	To-morrow
Suez	5 h	Pocock	Brit.	str.	819	June 10	Stimson & Co.	Bombay & S'pore
Taipei	3 c	Peters	Brit.	str.	1271	June 11	Ban Bin Chan	Coast Ports
Taiwan	3 c	Bruhn	Ger.	str.	612	June 10	Wielor & Co.	13th inst.
Woonang	8 h	Arthur	Brit.	str.	1109	June 6	Butterfield & Swire	
Yoritome Maru	7 c	Gall	Japan.	str.	672	June 11	Mitsui Bussan Kaisha	